City of Seattle

Greg Nikels, Mayor
Department of Design, Construction and Land Use
Diane Sugimura, Director

CITY OF SEATTLE
ANALYSIS AND DECISION OF THE DIRECTOR OF
THE DEPARTMENT OF DESIGN, CONSTRUCTION AND LAND USE

Application Number: 2204320

Applicant Name: Johnnie Butler for King County/Metro Transit

Address of Proposal: 2255 4th Avenue S.

SUMMARY OF PROPOSED ACTION

Master Use Permit for future construction of a 3-story, 25,000 sq. ft. major vehicle repair building and 6,500 square foot covered parking area for 15 vehicles.

The following approval is required:

SEPA – to approve condition or deny pursuant to SMC 25.05.660.

SEPA DETERMINATION: [ ] Exempt [ ] DNS [ ] MDNS [ ] EIS

[ ] DNS with conditions

*[X] DNS involving non-exempt grading, or demolition, or another agency with jurisdiction.

* King County, Metro Transit Division, acting as lead agency, issued a Determination of Non-significance (DNS) on September 6, 2002.

BACKGROUND DATA

Site Location: The project site is located at the northwest corner of S. Stacy Street and Fourth Avenue S., approximately 400 feet south of S. Walker Street in the South Duwamish Industrial area. The property is also bounded by Third Avenue S. to the west.

Zoning: The site is located in a General Industrial 1 zone (IG-1) with an 85-foot maximum height limit and is within the Duwamish Manufacturing/Industrial Center Urban Village overlay.

Project Site: The site contains approximately 54,000 square feet. The topography of the site is level ground.

Street Access: Access to the site is via Third Avenue S. which at this location is a minimally paved industrial collector. S. Stacy is also paved but without curbs, gutters or sidewalks. Fourth Avenue S. is a four-lane paved arterial developed with curbs, gutters and sidewalks on both sides of the street.

Existing Use: The property is the site of Metro Transit's power distribution headquarters (appx. 14,000 sq. ft. building), a vehicle parking shed (3,700 square feet) and the remainder, a paved vehicle storage yard/ parking lot.

Zoning in Vicinity: Zoning in the vicinity of the site is IG-1 U/85.

Uses in Vicinity: There is a mix of various commercial and industrial uses in the vicinity of the project site.

Proposal Description: King County/Metro proposes to replace their existing power distribution headquarters building and construct a new 3-story 24,788 sq. ft. building that would house a vehicle repair garage on the ground floor and office/storage space on the upper two floors. The proposal includes the construction of a 6,500 sq. ft. covered parking shed for 15 vehicles. The remainder of the site would be paved parking for 70 additional vehicles and includes installing landscaped areas and street trees.

Public Comments

The DCLU public comment period ended January 29, 2003. No comment letters were received.

ANALYSIS – SEPA

King County/Metro Transit, acting as lead agency, issued a DNS for the proposal on September 6, 2002. The information in the submitted environmental checklist (dated August 23, 2002), supplemental information provided by the applicant (plans, further project descriptions, geo-technical report), and the experience of the City with review of similar projects form the basis for this analysis and decision.

The SEPA Overview Policy (SMC 25.05.665) establishes the relationship between codes, policies, and environmental review. Specific policies for specific elements of the environment, certain neighborhood plans, and other policies explicitly referenced may serve as the basis for exercising substantive SEPA authority. The Overview Policy states in part:

> *"where City regulations have been adopted to address an environmental impact, it shall be presumed that such regulations are adequate to achieve sufficient mitigation"* (subject to some limitations).

Under certain limitations/circumstances (SMC 25.05.665 D 1-7) mitigation can be considered. Thus, a more detailed discussion of some of the impacts is cited below.

Short - Term Impacts

The following temporary or construction-related impacts are expected:

- decreased air quality due to suspended particulates from construction activities and hydrocarbon emissions from construction vehicles and equipment;
- increased dust caused by construction activities; potential soil erosion and potential disturbance to subsurface soils during grading, excavation, and general site work;
- increased traffic and demand for parking from construction equipment and personnel;
- conflicts with normal pedestrian and vehicular movement adjacent to the site;
- increased noise; and
- consumption of renewable and non-renewable resources.

Several adopted City codes and/or ordinances provide mitigation for some of the identified impacts. Specifically these are: Stormwater, Grading and Drainage Control Code (grading, site excavation and soil erosion); Street Use Ordinance (watering streets to suppress dust, removal of debris, and obstruction of the pedestrian right-of-way); the Building Code (construction measures in general); and the Noise Ordinance (construction noise). The ECA ordinance and DR 3-93 and 3-94 regulate development and construction techniques in designated ECAs. Compliance with these applicable codes and ordinances will reduce or eliminate most of the short-term impacts to the environment. Other impacts may not be adequately mitigated by existing ordinances, as discussed below.

Air Quality

The Puget Sound Clean Air Agency (PSCAA) regulations require control of fugitive dust to protect air quality. Since the proposal includes demolition of several structures on the site, the applicant must obtain appropriate permits from PSCAA. Compliance with PSCAA regulations will mitigate the potential adverse short term impacts to air.

Grading - Earth/Soils

Any additional information required to show conformance with applicable ordinances and codes (ECA ordinance, The Stormwater, Grading and Drainage Control Code, DR 3-93, and 3-94) will be required prior to issuance of a building permit for construction of the station. The Stormwater, Grading and Drainage Control Code requires preparation of a soils report to evaluate the site conditions and provide recommendations for safe construction on sites where grading will involve cuts or fills of greater than three feet in height or grading greater than 100 cubic yards of material. The current proposal involves cuts greater than three feet in height and grading of more than 100 cubic yards of material. Also, the project site is located in an environmentally critical/liquefaction-prone area. Consistent with SMC 25.09.100, soils engineering studies are required prior to issuance of a building permit for the project to determine the physical properties of the surficial soils, especially the thickness of the unconsolidated deposits, and their liquefaction potential. If it is determined that the site is subject to liquefaction, mitigation measures must be recommended and implemented through requirements of SMC Title 22, Subtitle VIII, Grading and Drainage Control Ordinance, SMC Title 22, Subtitle I Building Code, and any other applicable codes or regulations pertaining to development within liquefaction-prone areas. The Stormwater, Grading and Drainage Control Code provides extensive conditioning authority and prescriptive construction methodology to assure safe construction techniques are used, therefore, no additional conditioning is warranted pursuant to SEPA policies.

Traffic and Parking

The proposal site fronts on a major arterial (4th Avenue S.) with direct access via S. Stacy St. and 3rd Avenue S. The intersection of S. Stacy and 4th Avenue S. is signalized. More than enough capacity is available on these streets to accommodate construction traffic and would not adversely affect the surrounding street system. Temporary parking for employees and construction personnel would be provided in a commercial parking lot located across the street on the east side of 4th Avenue S. Therefore, no additional mitigation is warranted pursuant to SEPA policy.

Noise

Construction activities will generate short-term noise. The applicant states that all construction work will comply with the requirements of the Noise Ordinance. There are no sensitive noise receptors such as residences or sensitive commercial uses that are close to the project site. Therefore, no SEPA policy based conditioning of noise impacts of the project is warranted.

Long-term Impacts

Long-term or use-related impacts are also anticipated from the proposal, and include:

- Impact on the existing and/or anticipated industrial and commercial uses in the vicinity of the project;

- Increased ambient noise due to operations of the system;

- Increased demand on public services and utilities;
- Increased light and glare;
- Increased energy consumption; and

Several adopted City codes and/ordinances provide mitigation for some of the identified impacts. Specifically these are: the ECA Ordinance, Chapter 25.09.080 Development Standards for Landslide-Prone Hazard Areas; Chapter 25.09.100 Development Standards for Liquefaction-Prone Areas; the Stormwater, Grading and Drainage Control Code which requires on site detention of stormwater with provisions for controlled tightline release to an approved outlet and may require additional design elements to prevent isolated flooding. The City Energy Code which will require insulation for outside walls and energy efficient windows. The existing street system is adequate to accommodate the minimal increase in traffic anticipated with the proposal. Further, compliance with applicable codes and ordinances in effect is adequate to achieve sufficient mitigation of most long term impacts and no further conditioning is warranted pursuant to SEPA Land Use Policies.

CONDITIONS - SEPA

None required.

Signature: (signature on file) Date: April 24, 2003
Carol I. Proud, Senior Planner
Department of Design, Construction and Land Use
Land Use Division

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